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REPORT

TOPIC Doeberitz Airfield

636885

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EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 10 June 1954

REFERENCE

25X1

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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This is UNEVALUATED

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1. The following shipments were observed arriving at Dallgow railroad station between 12 and 16 May 1954:

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12 May. About 6 p.m., 2 flatcars with sideracks arrived at Dallgow railroad station coming from Wustermark. The first car carried an aircraft fuselage without tail unit and the second car carried 2 canvas-covered wings. The cars were unloaded during the night of 13/14 May. Source believed that the aircraft was consigned to Doeberitz airfield but had been shipped to Dallgow as the spur track to the field could not be used at that time.

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14 May. During the night of 13/14 May, a portion of a train from Wustermark was shunted to Dallgow railroad station and unloaded immediately. On the morning of 14 May, 4 ladders which are used for work on aircraft engines, workshop equipment and mechanic's boxes were observed on the ramp at Dallgow railroad station. The equipment was hauled on 4 trucks with air force drivers toward the quartering buildings of the field. Further, a tank truck and a two-axle truck were parked on the ramp. Source believed that the shipment was unloaded in Dallgow because the spur track to the field was jammed.

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16 May. At 3:30 p.m., 5 flatcars each loaded with a truck and about 5 boxcars carrying workshop equipment including 1 boxcar with 2 lathes, were shunted to Dallgow railroad station and unloaded there. The shipment also came from Dallgow. The equipment was hauled toward the airfield on truck

2. As reported previously, on 14 and 15 May, 3 trains carrying air force soldiers, dependents, billeting equipment, other miscellaneous equipment and disassembled jet aircraft arrived on the spur track of Doeberitz airfield. The first train had apparently arrived during the night of 13/14 May, as unloading operations were in full swing during the early morning hours. The second train must have arrived about noon on 14 May, as most of the cars were unloaded about 5 p.m. The train carried disassembled silvery jet aircraft, the wings of which lay

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at the side of the fuselage. No tail units were seen. Source definitely observed that the nose and tail of each aircraft had an aperture which was apparently round. On the front third of the fuselage was a tortoise-shaped glass cupola which, as source believed, was not large enough to hold two men. The wings were swept back and tapered toward the tips. The last train which arrived during the morning of 15 May mainly carried Soviet dependents, billeting equipment and private furniture which were unloaded during the early afternoon. 25X1

3. While the new unit arrived, a fence was being built to separate the eastern section of Richthofen Kaserne from the western section, and the previous fence was removed. At the same time, a passage was established toward the east from NSKK Kaserne to the barracks installation which was occupied by the motor vehicle instruction battalion. Source had the impression that the troops who had arrived on the first shipment on 12 May and those who arrived on later shipments belonged to the same unit. 25X1

4. About 2:30 p.m. on 14 May, a military shipment carrying personnel furniture, lathes, workshop equipment, and a searchlight with a generator was observed at Wustermark railroad station. Later on, a car loaded with an aircraft was shunted to the ramp. The detrained personnel included air force officers and officers with their dependents. Another shipment was being unloaded about 3:30 p.m. on 16 May. This train also carried air force soldiers but no recruits. 25X1

shuttle traffic to NSKK Kaserne by truck. A German soldier told a Soviet soldier that his train had come from the vicinity of Leipzig.

Comment. The observations at Doeberitz airfield and at Dallgow and Wustermark railroad stations refer to the transfer to Doeberitz of the fighter regiment from Altenburg. 7 trains, went from Klaus (supply station of Altenburg) to Wustermark and Dallgow-Doeberitz between 11 and 17 May 1954. No definite information has been received on the employment of the regiment after its transfer to an airfield about 900 x 1,000 meters and without runway. 25X1

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